

## NEW YORK READY TO REPEL BLACK FLEET

Attack on City's Coast Defences Planned to Begin Some Time To-day.

### TEST OF NEW THEORIES

All Proceedings Will Be the Same as if a State of Actual War Existed.

Some time after midnight to-day the "black fleet"—as the twelve battleships, six cruisers, five destroyers and ten submarines of the North Atlantic squadron have been nicknamed—will steam cautiously southward along the Atlantic coast, but on the serious business of capturing the port of New York. Opposed to them will be twenty-two companies of Coast Artillery stationed in the chain of forts guarding Long Island Sound. Their business will be to keep the Black Fleet off the coast. These maneuvers, which will continue for a week, are the most important that have ever been planned in this country and are causing much speculation and discussion among naval and military men. Aside from the interest aroused by the fact that the maneuvers are important because they will for the first time put to the test a new method of coast defense.

### Is a Rigorous Test.

"The naval attack on New York," said Col. W. G. Haan, chief of staff yesterday, "will provide a rigorous test for our standard equipment and organization of coast defense. Since 1905, when the last maneuvers of the kind were held, great changes have been made in coast defense theories—in methods of fire control, wireless installations, signaling and other details by searchlight and submarine defense. They have been adopted and approved by the War Department and are not merely the pet theories of any one man. All the proceedings, Col. Haan said, will be carried on as if the United States had a real war on its hands. Col. J. V. White, commanding the whole stretch of coast artillery fortifications from the Delaware River up to Maine, will receive a message late this afternoon which will read something like this:

"The Black Fleet sighted off the New England coast. Headed for the eastern entrance to Long Island Sound. Evidently intends to attack New York."

### Must Pass Three Forts.

Ten companies have been added to the forces of the three principal fortifications along the Sound. The three forts which hold the key to the situation and which must be passed in order to get within striking distance of New York city are Fort M. G. Wright, on Fisher's Island, near the London, Conn., commanded by Lieut.-Col. R. P. Davis, Fort Mifflin, on Great Gull Island, commanded by Major Benjamin Koehler, and Fort Terry, on Plum Island, commanded by Lieut.-Col. S. S. Jordan. Major-General Thomas H. Barry, at the head of the Department of the East, and Rear Admiral Charles J. Badger of the North Atlantic fleet, will supervise the defense and attack. They will meet at Fisher's Island this afternoon.

Although none of the heavy guns will be fired because of the great expense, they will be brought into play and handled as in actual service. The men will go through all the motions of adjusting, aiming and loading. But there will be enough of the smaller guns fired to let the inhabitants of eastern Long Island know that something out of the ordinary is happening.

The entrance to the Sound will be mined theoretically. A sufficient number of mines will be expended to prevent the men in that branch of coast defense. An official observer will be stationed at each battery, fire mine and battle commander's station and will keep an accurate log of events and determine the result of this.

### MONROE'S GUNS "SINK" FLEET.

Fire From Torpedo Boats and Cruisers Keeps Norfolk Awake.

Norfolk, Va., Aug. 2.—Six torpedo boats and ten cruisers were theoretically destroyed by shells from Fort Monroe at 2 o'clock this morning when an attempt was made to capture the fort during a severe storm. The firing was so terrific that windows were broken in cottages at Buckroe Beach and houses were shaken. Norfolk guests in Norfolk hotels, startled by the sound of heavy guns and shaking of buildings, became frightened. The fort opened fire on the "enemy" with 14 inch guns. The "nightingale" continued all day today and tonight. Mothers say their babies are kept awake all night and several women have complained to the War Department.

### DEMANDED \$5,000 WITH GUNS.

Chinese Grocer Says He Was Held Up in Room for Three Hours.

Choi Yung Yu, a wealthy Chinaman, whose grocery store at 410 West Street supplies Chinatown with delicacies, brought Chi Heng, said to be a Chinese gunman, into the Tombs police court yesterday on a charge of assaulting him. He was also charged with having two loaded revolvers without a permit.

Choi Yung Yu said that Chi Heng invited him up to a room at 121 West Street at midnight, looked the door, suddenly drew two revolvers and pressed them against his stomach. Chi Heng, the complainant said, demanded \$5,000.

Choi Yung Yu struggled with his captor for almost three hours. A big crowd of the street relatives and friends, warned by a man who had seen him talking to Chi Heng, came to rescue him. Detective Chin heard the disturbance and arrested Chi Heng.

He was tried two years ago for a long war murder, but was acquitted.

Magistrate Levy held him yesterday in \$100 bail on each charge for further examination.

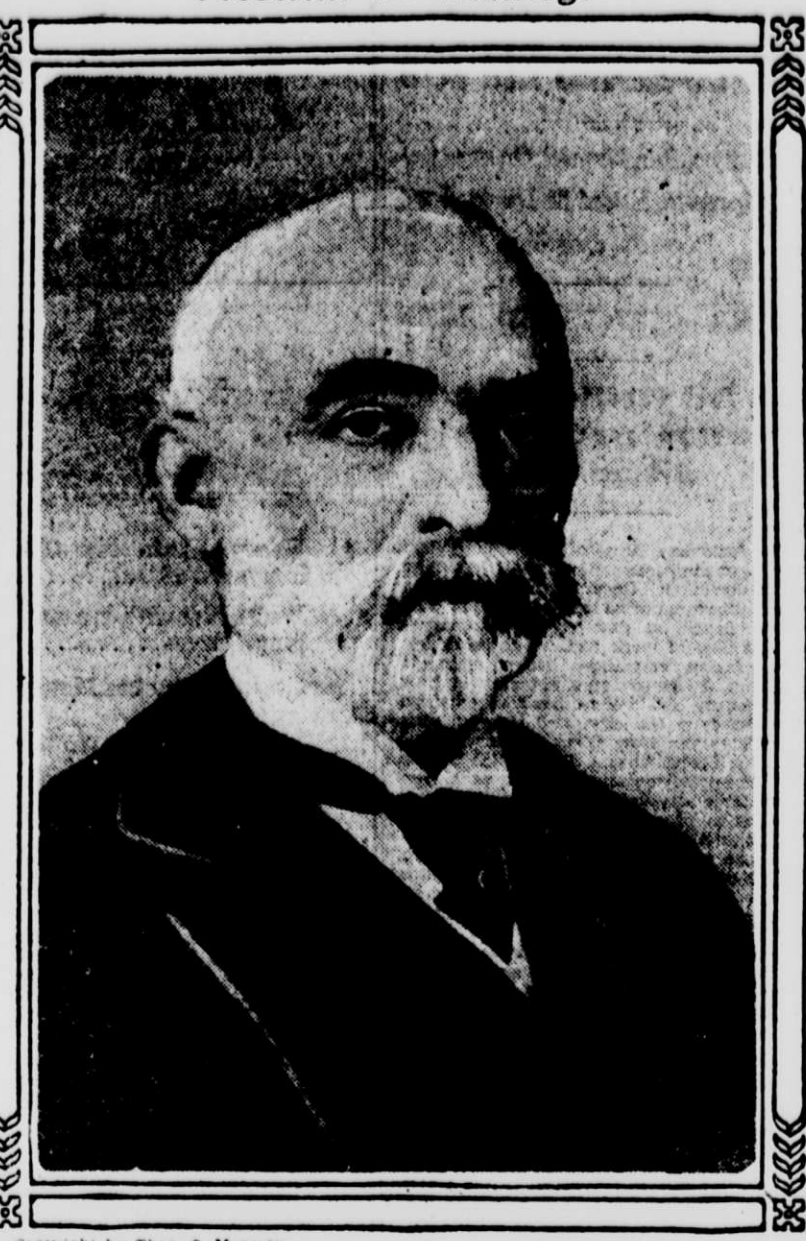
### 50 YEARS WITH ONE COMPANY.

A. H. Gough Gets Gold Medal, Watch and Chain and Cane.

A. H. Gough, head bookkeeper of the Home Insurance Company, 37 Cedar Street, was presented with a gold medal from the president and directors of the company last Thursday in recognition of fifty years of continuous service as an employee. When Mr. Gough left for his annual vacation yesterday he also took with him a gold watch and chain and a gold fob, and a cane.

Mr. Gough entered the employment of the company on August 3, 1863, when he was 26 years old. He lives at 325 Park Avenue, Brooklyn. One of his sons is now employed with the same company.

## Frederick W. Whitridge



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### 3 LEAP FROM BURNING LAUNCH.

Prof. and Mrs. Cavalier of Columbia Have Narrow Escape.

A motor launch, the Alleg, that Prof. Emil Cavalier of Columbia University hired for an eight weeks cruise up the Hudson and to Lake Champlain, burned to the water line yesterday in the Hudson off 14th street. Prof. Cavalier and his wife were aboard at the time and had to jump into the river. The Alleg was moored near the boat-house of Frederick Geggins. Prof. and Mrs. Cavalier had gone out to the boat with Geggins' son George to start up the engine and see that everything was right for the cruise. Young Geggins found that gasoline had leaked, but urged by Prof. Cavalier, started the engine. An explosion and fire followed. Geggins was painfully burned about the hands and face. He jumped into the water. After a futile effort to stop the spreading flames Prof. and Mrs. Cavalier also jumped. They were picked up by Frederick Geggins, who went out in a small launch to aid them.

A call was sent for the fireboat. Before it came a tug pulled over from the Jersey side and threw water but the Alleg burned to the water edge and sank. Mrs. Cavalier had about \$1,000 in jewelry aboard. The total loss is estimated at \$3,000.

### MINISTER TELLS WHY HE BURNED VESTMENTS

The Rev. C. S. Davidson Says Episcopal Church Is Neither Open Minded Nor Just.

CHARLOTTESVILLE, Va., Aug. 2.—"I have in my time played many parts, and always for a good purpose, but none to my knowledge has ever called me either a hypocrite or a fool," said the Rev. Charles Steele Davidson, former assistant rector of Christ Episcopal Church, this city, today, in discussing the reasons which caused him to issue a statement following his spectacular burning of his vestments one week ago.

"Does any one with any sense, common or uncommon, suppose that I would have forced things into the open at this time?" said Mr. Davidson, "unless I were absolutely sure of my position. I had a statement to get before the world and I got it. What I want and have been working up to is a body just, open minded, intelligent people before me when I am telling my story in court."

"The Church to-day is not open minded and just. The average Bishop is an old woman in pants. He has as much to do with the advance of Christ's kingdom among men as a bedridden old maid who was born blind and deaf and dumb."

That investigating committee appointed by Bishop Randolph did everything except investigate. One member is the rector of a church in Roanoke which is the recognized gateway to society. It keeps the poor out of the kingdom here and the rich out of the kingdom hereafter. The second member was for a long time nominal head of a church in Richmond where one woman's money was both God and rector. Of the other member, who was also chairman, all men speak well. But the Bible does not speak well of those of whom all men speak well. The Master in this pointed out a fatal defect. Men may be good, but they are not open minded and just. In the meantime, let your wife and children starve so far as we are concerned. My salary, even for May and June has not been paid. My creditors, in justice to me, are enlisted to this information."

I knew that my friends would wonder that I did what I did when I did it. My wife even wondered, for she knew nothing of what had happened until she saw it in the newspapers. But she does not wonder now and neither does the world, which is my audience."

Letters are coming to me from everywhere. One man has offered to supply me with the means to do good to the extent of my vitality. All the letters stand for approval and courage and faith and prayer. I have been invited to speak at a convention in New York State, and to fill the pulpit of the First Congregationalist Church, Williamsport, Pa., August 10 and 17."

Lightning Sets Houses on Fire.

LAUREL, Del., Aug. 2.—The dwelling and outbuildings on Senator Record's farm, located by Minor Culver, and the Blades overall factory were destroyed by fire which was caused by lightning striking the farm yesterday. Outbuildings on the Orlando Woods farm were struck and two horses owned by Larry Brittingham were killed.

### NO MEAT SUBSTITUTE, HOTEL MEN DECLARE

All Say That in Their Establishments Patrons Will Get What They Order.

### THE PRICE MAY BE HIGH

But Guests Do Not Stop to Consider Expense—Tariff May Reduce Cost.

The article in THE SUN of yesterday telling why meat is likely to be almost as precious as jewels within the next ten years stirred interest among hotel men for publication of some of the proprietors of the big hotels. However, when the question was laid before them none would allow his name to be used. All had opinions and very decided ones on the food question and expressed their ideas on the understanding that their names were not to be published. There seemed to be an impression that it was a breach of good taste for a hotel manager to talk about food in public.

In yesterday's article J. T. Russell, president of the National Master Butchers Association was quoted as saying that in ten years many persons will scarcely know the taste of meat because of its scarcity, and George L. McCarthy, secretary of the American Meat Packers Association, said that in the near future there was a strong probability of a substitute for meat being used extensively.

"I don't think there will be any substitutes for beef or other meats in this hotel within the next ten or twenty years," said the manager of one of the biggest hotels in the city. "The patrons of this hotel do not stop to consider the price of an article when they order a meal. If they want spring chicken, lamb or a tenderloin of beef or pork they order it. What they order they get and will continue to get. We would not attempt to substitute one article of food for another. I do not think that in the near future persons with a good bank account would permit substitution."

"This talk of meat being banished from the table doesn't strike me as applying to the immediate future," said the manager of a big hotel in the Thirties. "There will be meat as long as you and I live. The price may be high at times, but the people have money and will pay the price. When a guest in a hotel orders meat he will get meat."

A man with a good imagination can foretell anything. As to whether or not there will be any meat in this country in the near future, we will have to wait and see. Whether meat is going to become cheaper or more expensive, the proposed tariff we shall know presently."

### MERCHANTS WANT TWO TUNNELS

Ask for Tubes to New Jersey Between 14th and 23d Streets.

Two tunnels between New York city and New Jersey between Fourteenth and Twenty-third streets are urged upon the Interstate Bridge and Tunnel Commission in a resolution adopted by the directors of the Central Mercantile Association.

The association asks the commission that the tunnels be constructed between Fourteenth and Twenty-third streets because much of the commercial traffic now carried on between New York and New Jersey is in that vicinity.

The directors who adopted the resolution are B. J. Greenhut, Alexander MacLachlan, Henry Siegel, John R. Butler, Hicks A. Weatherbee, George Taylor, Irving E. Raymond, Leo A. Price, Louis M. Hart, J. L. Reaner, George W. Le Bolt, David P. Clarkson, C. R. Ross, Appleton, W. T. Evans, G. A. Plimpton and T. H. Lamprecht.

### TWO KILLED BY LONG FALLS.

Boy Drops From Window, Man Plunges Into Elevator Shaft.

Two deaths in the city were caused by falls yesterday. Antonio Catano, a 4-year-old, climbed on a chair in a front room on the fifth floor at 157 Allen street while his mother was washing in the kitchen and fell out of the window. His mother heard the cries of persons in the street, ran down and carried him into a drug store, where he died.

## WHITRIDGE TELLS SECRETS OF SUCCESS

As a Railroad Manager He Was Greatly Helped by Total Lack of Experience.

### REJECTED EXPERT ADVICE

Rescuer of Third Avenue Road Talks Straight Out to Joseph B. Gilder.

A note was sent to Frederick W. Whitridge asking for an interview. Dismissing the messenger he telephoned: "Drop in this afternoon at half past 2." After a long talk I read in an afternoon paper that the president of the Third Avenue Railway was boarding the Mauretania that evening for his annual holiday abroad. He had not referred to the fact and nothing in his manner indicated haste or preoccupation. I hint here for the fussy and excitable.

Frederick W. Whitridge owes his success as a lawyer and an executive largely to the fact that he keeps his head in all circumstances. He has a caustic tongue, as is well known. But the tart sayings for which he is famous are not the impulsive utterances of a headstrong man. He is made deliberately, almost prayerfully, one might say, and in accordance with a conviction that more is to be gained by speaking out, by telling the truth bluntly and sharply, than by trying to butter parsnips with smooth words.

### Nothing to Unlearn.

As the railway man of five years standing as his common law office in Wall street the first question put to him was: "What previous experience in railroading enabled you to make such a success of the Third Avenue railway?" "None whatever," came the reply. "I had the great advantage of knowing nothing about the business. I wasn't hindered by precedent or handicapped by the mistakes of others. I was not only ignorant but I rejected expert advice. I was told I should have to spend a million or two on retracking, but could economize on rolling stock. Accordingly, I proceeded to spend money lavishly on new cars and laid new rails only where the old ones were worn out."

A passenger myself, I felt that the kind and condition of the cars they rode in than in the character of the rails they rode on. As a matter of fact the rails I have had the most trouble with are the new ones. Unlike the old, they become corrugated—ridges arise along the surface. Why they act this way no one seems to know and mechanical ingenuity has devised no better remedy than a machine or tool for planing them down.

It was a layman's common sense that told Mr. Whitridge people preferred clean and spacious cars to ride in. "Give the people what they want," he said, "and they will ride to it." Hence it is that the comparatively humble streets through which so many of his routes are laid are provided with better looking and more comfortable cars than certain of the more pretentious. The best equipment is in the poorest neighborhoods, where formerly it was worst.

When I took over the Twenty-eighth and Twenty-ninth street cross-town line I found the cars in a deplorable state. I worked. Then I adopted it in 11th street. Some months ago, on acquiring the Fifty-ninth street line and the Belt line, I introduced these cars along the route. As a result the company's passengers instead of running away. Thus far they have done twice as well as I expected. Have earned twice over the interest on the bonds issued to pay for them."

### Saving Passengers' Skalls.

"Is it a fact there aren't as many damage suits against the Third Avenue as against the other lines?" "Yes," said Mr. Whitridge. "The skulls of eighteen passengers were cracked against elevated railway pillars. This can't go on, I said. They were mainly riders on open cars. So I enclosed these cars in chicken wire and made people enter at the end. After that, instead of the passengers falling off there was a falling off in the number of broken heads and of suits for damages. In these open cars, with crosswise seats separated by a narrow passage, the seated passengers are less crowded together and no one stands on their toes."

"Didn't you have a lot of trouble once about the fences, cowcatchers, or something of the sort?" "I did indeed. In Europe my attention was attracted by a life saving device, a wheel guard. Returning to New York I made a contract to have all our cars equipped with it. Later on the Public Service Commission studied the question. Tested our device, found it was the best and ordered all lines to use it."

Before the last of our cars could be equipped with the device, a drunken man and killed him and the commission sued me for about \$800,000 for ignoring its orders. The action was dismissed in the lower court, the court above sustained the dismissal and the highest court confirmed the decision of the two others. Yet, not content with this, a member of the commission attacked me in the Annual Report of the American Association of Political and Social Science and the editor refused to print a refutation of the Commissioner's deliberate misstatements. In this case, as in others, the Commissioner was exasperated because I had anticipated what they would have liked to get the credit for. Things have changed appreciably under the new regime."

### Successful in Defending Suits.

"Haven't you been pretty successful in the suits brought against you and your company?" "Uniformly so. As receiver and as president I have had my troubles with the suits of the American Tax Commission and with the Public Service Commission, to say nothing of the unions; but in every instance I have won my fight."

"Incidentally, you have spoken your mind pretty freely, have you not?" "Yes, and my friends have criticized me for doing it. But I have felt it to be a public duty, and it would be well if others did the same. There is altogether too much ignorance and incompetence in places of public trust. It isn't a question of honesty, but of intelligence. Of common sense. Politicians and officeholders need to be taken to task when they blunder, both for their own guidance and the public good."

To what part of your work as a railroader do you attach the most importance?" "What I am proudest of isn't the growth of the line, though we now have miles of the Avenue—enough to stretch from here to Boston and half way back again; nor the constant and rapid growth in our earnings, though it looks as if our gross this year would be \$700,000 greater than last year. The plan of the line, of course, but I am more interested in the formation and growth of the Third Avenue Benefit Association, with its large membership of conductors, gripmen and shopmen. The company puts a dollar into this for every dollar the men put in. In four years we have had 5,000 cases of free medical advice, 1,800 cases of free dental care, 1,800 cases of free eye care, 1,800 cases of free hair care, 1,800 cases of free death benefits. Members who are ill receive \$150 a day, and in case of death their families get \$250."

## There are six clubs, two of them opened early in July, where the fellows can play billiards, read books that we get from the public library, write letters, take baths and get their meals.

### Plain Words to the Men.

"The newest clubrooms, in Yonkers and Mount Vernon, were opened on the same day, July 3, I attended both functions. The Yonkers News declared the affair in the former city to be one of the most interesting and important social and industrial events ever celebrated within its bailiwick. I took the occasion to make a declaration of faith, telling the men our legal relationship was that of fellow servants of the public and our personal relationship not that of partners, but in plain English of master and servant. There was in this nothing to prevent mutual respect and the warm human fellowship the fellow service ought to create. The formation of the association and the opening of these rooms were intended to show that such sympathy really exists. We are not likely to have a repetition of the troubles we had in Yonkers last January. The employees of the company understand me better now."

"What about industrial insurance?" "I have just arranged with the Travelers to insure our employees for \$1,000, without examination, for an annual premium of \$11. If nearly all the members of the association go into this the association itself can afford to put up \$4 a year for each of them, leaving only \$7 for the man himself to pay. The Third Avenue will pay the premium and deduct from the man's pay less than 15 cents a week—the price of three beers. I am saving the men till November to decide whether they will go into the thing."

"What of the future? What will be the effect on your road of the new subway, elevated railroad extensions and motor bus lines?" "We must wait and see. It may be the new roads and extensions will add feeders to the Third Avenue, so much of our truckage being virtually in the suburbs. But I hear some one proposes putting in a thousand motor buses with feeble conductors and five cent fares. That would be really disastrous; the man would inevitably go broke."

Though not trained as a railroad man, Mr. Whitridge's thorough knowledge of corporation and other law—he lectured on law and history at Columbia University for ten years—put him in a position to defend himself and his company from the assaults of their adversaries. When he adopted a course he knew just what it involved. He has certainly shown himself a hard man to beat. He is a member of many clubs, but he is not one of those who like to spend his holidays in England, the native land of his wife, who is a daughter of Matthew Arnold, a granddaughter of Dr. Arnold of Rugby and a cousin of Mrs. Humphry Ward, the novelist.

### MISSIONARIES TO GATHER HERE

Episcopal Authorities Plan Great Conference in September.

Episcopal missionaries from all parts of the world are on their way here or about to leave their fields of endeavor to attend a large missionary meeting to be held in New York in the month of September. It will be under the auspices of the New York Episcopal diocese. There will be daily sessions in the Cathedral of St. John the Divine according to the present plan.

The missionaries are bringing with them specimens of the work of converts in far off lands and these will be placed on exhibition in a temporary building now being erected on 113th street east of Amsterdam avenue.

### SPARKS FROM THE TELEGRAPH.

CHICAGO—Lillian Clarkson, 22 years old, was held for the Federal Grand Jury because she refused to wait on two tables on the steamer North American as it was cruising through Georgian Bay, July 24 and 25.

CINCINNATI—The fatalities from the motorcycle accident at Ludlow, Ky., on Wednesday were increased to nine, when Michael Carney of Lima, Ohio, died. A woman and a boy are not expected to recover.

HANDON, Me.—A washing machine burst at the plant of the Bangor Steam Laundry Company, killing Miss Clara Costigan, 25 years old and injuring three other young women.

INDIANAPOLIS—J. Carroll, aged 23, of Fort Wayne, was fatally injured when he lost control of his motorcycle in the 100 mile race at the fair grounds.

## 4,000 PLASTERERS ARE IDLE.

Demand \$0.50 a Day and Employers Say \$5.50 is Enough.

About 4,000 plasterers were idle yesterday as a result of a dispute between the Plasterers' Builders Association and the Operative Plasterers Union over a demand for a new agreement by the plasterers. The union was looking for \$5.50 a day. The union made a demand last week for an increase of \$1 a day. The employers refused this and announced that the rule by which the foremen belong to the union must be abolished. After a stormy meeting between representatives of the union and the association the employers gave the men a day off yesterday to think matters over. The enforced holiday the plasterers profess to look at as a lockout. They ordinarily work until noon on Saturdays. If some agreement is not reached before tonight a strike or lockout of the plasterers is looked for to-morrow. The employers hold that when the wages reached their present figure they reached their limit.

The president of the union is James Crowe. Thomas Bennett, chairman of its executive committee, gave the employers an ultimatum to the effect that the plasterers would stand by their demand for \$5.50 a day or would insist on the union retaining control of the foremen.

## SENATOR WALSH FLOPS TO AID TARIFF BILL

Democrats Delighted and Republicans Confused by His Conversion.

WASHINGTON, Aug. 2.—The Senate disposed of Schedules B and D, comprising earthenware and glassware, and wood and manufactures of wood, of the tariff bill to-day. An amendment offered by Senator Jones of Washington providing for a countervailing duty on lime, to be imposed on Canadian duty on American lime, was defeated by more than an hour. It was defeated 35 to 22.

An amendment was also offered providing that the rate of duty on telegraph poles be removed, but this also met defeat.

The Senate has now passed on Schedules A, B and D. Schedule C, the metal schedule, has been laid aside and will be taken up Monday. The absence of Senators Penrose and Oliver of Pennsylvania and Senator Lodge of Massachusetts was the excuse for inaction on the metal schedule at this time.

The only set speech of the day was that of Senator Thomas J. Walsh of Montana. Mr. Walsh is one of the Democrats who in caucus and prior to the assembling of Congress were opposed to the free listing of wool. In his speech Senator Walsh showed that he had changed front and that the Administration could count on him as one of the earnest defenders of the Wilson-Underwood measure.

Mr. Walsh's announcement of his entire regularity delighted the Democrats and confused the Republicans. Progressives and the two Democratic Senators from Louisiana, who have been hoping they could count on him to enter a coalition which would defeat the free listing of wool and the enactment of the free wool schedule.

Senator Walsh maintained that the wool industry of his State would be injured seriously by the free listing, and declared that wool tariffs of the past had not affected the price of raw wool more than from 2 to 5 cents a pound. He gave statistics to show that although wool was grown to a greater extent in Montana than in any other State of the Union the actual value of another agricultural crop—flax—in Montana practically equaled the wool production.

### Carload of Bibles Shipped.

A carload of American standard Bibles from Thomas Nelson & Sons was shipped yesterday to Old Orchard, Me., and after being exhibited there at the convention of the New England Gideons on August 11 and 12, will be distributed among the New England hotels. The Gideons plan to have a Bible in every room of the hotels in New England before the end of the year.

### Get First Eugenic License.

PHILADELPHIA, Aug. 2.—John A. Lane, 29, and Lillie E. Lemon, 25, were the first couple to receive one of the new eugenic marriage licenses issued here today by the Board of Health in conformity of the recent act of the Legislature. The couple were photographed after getting the license.

# Have You Seen the 1914 WINTON SIX

## Fashion Plate of Motor Cars

ALEXANDER WINTON makes the Winton Six. He does not make any other car. No other car embodies his experience. Mr. Winton founded the gasoline motor car industry in America. He is the world's most experienced specialist in six-cylinder cars. That's why it is unfair to any other car to expect it to show merit equal to Winton Six merit.

**Set the Standard**      **Keeping Ahead**

The Winton Six (not any other car) made six cylinders standard, and forced four-cylinder cars from the high-grade market. Supreme excellence did it, and you will find that supreme excellence in the Winton Six.

The Winton Six holds the world's lowest repair expense record—29.2 cents per 1000 miles. No other car holds that record, or anything like it. If you want this sort of enduring goodness, look for it in the Winton Six.

For seven years Mr. Winton has devoted himself to the perfection of a single model exclusively. He has had just one aim—to keep the Winton Six ahead of all other cars in beauty, comfort, mechanical excellence and value. No wonder the 1914 Winton Six is the fashion plate of American motor cars. Fully equipped with the best of everything. \$3250. Demonstrated at your convenience. Phone Columbus 3580.

**The Winton Motor Car Co., BROADWAY AT 70TH STREET**